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FAVORABLE TO THE ROADS. NEBRASKA MAXIMUM FREIGHT RATE CASE DECIDED.

THE UNITED STATES SUPREME COURT DECLARES

ERTY WITHOUT DUE PROCESS OF LAW - THE OPINION RENDERED

Washington, March 7 .- The United States Suome Court to-day rendered an opinion in the braska maximum freight rate case. The opinion, the Nebraska law to be contrary to the XIVth dment to the Constitution, in that it authorzed the taking of property without due process of law, and was therefore invalid. The opinion affirmed Circuit, which was against the maximum

ight rate law and favorable to the ratirloads is case was instituted to test the validity of a passed by the Nebraska Legislature in 1833, thing the maximum rates for the transportaion of freight by railroads within the State. et applies specifically to freight whose transit and ends in the State, and there was no fort in its enactment to control interstate freight It affected all the railroads in the State, and the oad companies instituted proceedings, which the Nebraska Circuit Court soon after the law was enacted. The object of the bill was to secure an order restraining the State of Nebraska from

putting the law into force.

The law was attacked on the ground of its uncon stitutionality. It was asserted that, as the act aped only to State freights, it was chargeable with discrimination against them, and therefore anagonistic to the spirit of the XIVth Amendment the Constitution. The roads contended that the them. It was also asserted that the act interfered with interstate commerce. The State met allegations with argument in support of the validity of the law and also with the counter-charge that the case was one of which the Federal courts ald not properly take jurisdiction.

decision in the Circuit Court was delivered Justice Brewer, of the Supreme Court, who sus tained the contention of the railroad companies nd held against the validity of the law. His opin on was based largely on the charge of unreasonableness. He made a computation showing that the reduction effected in freight rates amounted on great a change. This case has been twice argued in the Supreme Court, W. J. Bryan appearing as one of the counsel for the State at the last hearing. Much interest has been manifested in the de-cision ever since the case was docketed, because of the probable influence a result favorable to the law would have on legislation in other States.

In his opinion Justice Harlan first detailed the facts relating to the passage of the act by the Nebraska Legislature in 1893, and then sketched briefly its provisions, saying that among others ras one to fix maximum freight rates on roads of the State and to classify freights. He then took up in order the points at issue between the State and the railroad companies, dealing first with the question of the propriety of considering the case as one of equity rather than of lawr It States Circuit Court, sitting in equity, was without

cannot accept this view of the equity juri n of the Circuit Courts of the United State and he cannot be deprive. In that the cour of his being allowed to sue at law in a State cour on the same cause of action. The transaction along the line of any of these railroads, out o which causes of action might arise under the statute, are so numerous and varied that the interference of equity could well be justified on the ground which causes of action might arise under the stat-ute, are so numerous and varied that the interfer-ence of equity could well be justified on the ground that a general decree, according to the prayer of the bills, would avoid a multiplicity of suits and give a remedy more certain and efficacious than could be given in any proceeding instituted against the company in a court of law, for a court of law could only deal with each separate transaction in-volving the rates to be charged for transportation.

The contention that the State was the real party in interest, and that therefore the Federal co could not take cognizance of it under the XIth Amendment to the Constitution, was overruled, the Court saying that the Federal courts had jurisdic-tion because both of the diverse citizenship or allenage of the parties, and also on account of the fact that the act is attacked as contrary to provisions of the Federal Constitution.

It was also contended that the act could not be made applicable to the Union Pacific Railroad, because it has a Federal charter, and the act creating the corporation had reserved to Congress the right to fix the rates on this line in certain contingencies, but the Court took the position that, as Congress had not availed itself of this privilege, the States through which the Union Pacific passed have the right to fix rates. Justice Harlan said on

Until Congress, in the exercise either of the power specifically reserved by the eighteenth section of the act of 182 or its power under the general reservation made of authority to add to, after, amend or repeat that act, prescribes raises to be charged by the railroad company, it remains with the States through which the road passes to fix rates for transportation, beginning and ending with their respective limits.

PRINCIPLES OF LAW LAID DOWN.

Justice Harian then quoted a number of opinions, and said that in view of the adjudications the following principles must be regarded as settled:

First—A railroad corporation is a person within the meaning of the XIVth Amendment, declaring that no State shall deprive any person of property without due process of law, nor deny to any person within its jurisdiction the equal protection of the laws.

son within its jurisdiction the equal protection of the laws.

Second—A State enactment or regulation made under the authority of a State enactment, establishing such rates for the transportation of persons for the transportation of persons are carring such compensation as, under all the circumstances, is just to it and to the public. Weall deprive such carrier of its property without due process of law, and deny to it the equal protection of the laws and would, therefore, be repugant to the XIVth Amendment of the Constitution of the United States.

Third—While rates for the transportation of persons and property within the limits of a State are primarily for its determination, the question whether they are so unreasonably low as to deprive the carrier of its property without such compensation as the Constitution secures, and therefore are without due process of law, cannot be so

penarion as the Constitution secures, and there-fore are without due process of law, cannot be so conclusively determined by the Legislature of the State, or by regulations adopted under its author-ity that the matter may not become the subject of indicial toute.

This last proposition, Justice Harlan said, covered the case in point. He then proceeded to make

Hunyadi János

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enforcement of the rates prescribed on the business tion to amount to 20.50 per cent for the years 1891, 1892 and 1893. The result was to show that each conducted its business at a loss with only one or two exceptions, and those for only a short while.

Discussing the question as to "what are the con-siderations to which weight must be given when we seek to ascertain the compensation which a rail-road company is entitled to receive, and a prohibithe receiving of which may be fairly deemed a deprivation by legislative decree of property without due process of law," Justice Harlan

said:

Undoubtedly that question could be more easily determined by a commission composed of persons whose special skill, observation and experience qualify them so to handle great problems of transportation as to do justice to the public as well as to those whose money has been used to construct and maintain highways for the convenience and benefit of the people. But despite the difficulties that confessedly attend the proper solution of such questions, the Court cannot shrink from the duty to determine whether it be true, as alleged, that the Nebraska statute invades or destroys rights secured by the supreme law of the land. No one, we take it, will contend that a State enactment is in harmony with that law simply because the Legislature of the State has declared such to be the case; for that would make the State Legislature the final judge of the validity of its enactment, although the Constitution of the United States and the laws made in pursuance thereof are the supreme law of the land, anything in the Constitution or laws of any State to the contrary notwithstanding.

The idea that any Legislature, State or Federal, can conclusively determine for the reconstitution and for

ne idea that any Legislature, State or Federal, n conclusively determine for the people and for an conclusively determine for the people and for the courts that what it enacts in the form of law, or what it authorizes its agents to do is consistent with the fundamental law, is in opposition to the theory of our institutions. The duty rests upon all courts, Federal and State, when their jurisdiction is properly invoked, to see to it that no right guar-anteed by the supreme law of the land is impaired or destroyed by legislation.

It had been contended on behalf of the law that the State of Nebraska could legally require local freight business to be conducted even at an actual to its entire line and all its business, interstate and domestic. The Court did not accept this view, Jus-

WHAT ARE REASONABLE RATES Referring to the arguments on the two sides of

the case as to what are reasonable charges, etc., the opinion laid down the following:

We hold that the basis of all calculations as to reasonableness of rates to be charged by a corporation maintaining a highway under legislative sanction must be the fair value of the property being used by it for the convenience of the publicand in order to ascertain that value, the original cost of construction, the amount expended in improvements, the amount and market value of its bonds and stock, the present as compared with the original cost of construction, the probable earning capacity of the property under any rates prescribed

In conclusion Justice Harlan said that if business mproved the State could apply to the courts, his anguage being as follows:

language being as follows:

But it may be added that the conditions of business, so far as railroad corporations are concerned, have probably charged for the better, and that the rates prescribed by the statute of 1893 may now afford all the compensation to which the railroad companies in Nebraska are entitled as between them and the public. In anticipation, perhaps, of such a change of circumstances, the Circuit Court wisely provided in its final decree that the defendants, members of the Board of Transportation, might, "when the circumstances have changed so that the rates fixed in said act of 1893 shall yield to the said companies reasonable compensation for the services aforesaid," apply to the Court, by bill or otherwise, as they might be advised, for a further order in that behalf. Of this provision of the final decree the State Board of Transportation, if so advised, can avail themselves in that event, if the Circuit Court finds that the present condition of business is such as to admit of the application of the statute to the railroad companies in question, without depriving them of just compensation, it will be its duty to discharge the injunction heretofore granted, and to make whatever order is necessary to remove any obstruction placed by the decreex in these cases in the way of the enforcement of the statute.

Chief Justice Fuller and Justice McKeana did not

Chief Justice Fuller and Justice McKeans did not

REORGANIZATION COMMITTEE WINS. JUSTICE CHASE DECLINES TO RESTRICT IT IN THE ISSUE OF MORTGAGE BONDS.

Justice Chase in the Supreme Court yesterday denied the application of Arthur W. Bannard, a stockholder of the Union Pacific Railway Company, for an injunction restraining the Reorganization Committee from increasing the amount of first mortgage reorganization bonds from \$15,000,000 to \$90,000. Mr. Bannard is the owner of five hundred shares of the common stock of the Union Pacific Railway Company, and he contended that the announcement made by the committee on January 23, 1847, stating that \$75,000,000 worth of bonds would be issued for the purpose of reorganization was binding on the committee.

Justice Chase recites, in his opinion, the various provisions of the agreement of October 15, 1865, and its late modifications, and arrives at the conclusion of the gareement of October 15, 1865, and its late modifications, and arrives at the conclusion of the gareement of October 15, 1865, and its late modifications, and arrives at the conclusion of the gareement of October 15, 1865, and its late modifications, and arrives at the conclusion of the gareement of Mr. McArthur, the strike leaders and operatives generally say that they trust the statement of Mr. McArthur, the carrying out the plan and agreement for reorganization, "and in the use," disposition and distribution of all the securities of the new company to be organized.

Portland, Ore., March 7.-The Oregon Railroad and Navigation Company has put into effect the same rates to the East as those prevailing over the Northern Pacific and Great Northern from Puget Sound points. Tickets at the reduced rates will be solid upon the rebate pian, unless four or more persons travel in a party. Then tickets will be sent at the flat rate and one ticket made good for the entire party. The new rate to Chicago is \$21.50 for first class and \$25.50 for second class. To New-York the rate is \$40 and \$30.

## COMMERCIAL CABLE COMPANY.

The annual meeting of the Commercial Cable Company was held yesterday. The revenue from the operations of the cables, after deducting all expenses, amounted to \$1,209.155, an increase of \$76.502 over the previous year. The net revenue from the land lines (Postai Telegraph Company) was \$645.185. The net revenue from the combined systems was \$1,845,341. Out of this have been met the interest on the first mortgage bonds and debenture stock, dividends of 7 per cent on the stock and bonus of 1 per cent on the capital stock-a total of \$1,440,000-

per cent on the capital stock—a total of \$1.440,000—leaving the balance of net revenue for the year \$1405,841 12. The further sum of \$120,000 will be set assue and invested in high-class securities as an addition to the reserve fund, which win then stand at \$1.695,315. There have been added to the land line system during the year 133 miles of new pole line and \$2,95 miles of wire.

The directors elected for the ensuing year were as follows: John W. Mackay, James Gordon Bennett, Gardiner G. Howland, Colonel William Jay, George G. Ward, Sir William C. Van Horne, E. C. Platt, the Rt. Hon. Lord Strathonn and Mount Royal, Charles R. Hosmer, Thomas Skinner, Clarence H. Mackay, Albert B. Chandler, and Dumont Clarke.

At the meeting of the directors, which followed, the following officers were named; J. W. Mackay, president; G. G. Ward, vice-president and general manager, C. R. Hosmer, A. R. Chandler and C. H. Mackay, vice-presidents; E. C. Platt, treasurer; Albert Ecck, secretary, and J. O. Stevens, assistant secretary.

TO CHANGE THE NAME TO BROADWAY. \*British Medical Journal

\*All districts have decided to recommend to the Municipal Council that the name of the Boulevard, from Fifty-ninth-st. to One-hundred-and-seventieth-st., be changed to Broadway. The change of name was asked for by the West End Association and others. The local improvement boards of the XVth and

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TO INCREASE CITY TRADE,

A PERMANENT ORGANIZATION FORMED BY WELL-KNOWN BUSINESS MEN.

NELS, ENLARGING THE CANALS AND

may be better protected from unfair competition was decided at that meeting to effect a permanent

held yesterday afternoon in the manager's room of the Produce Exchange. The meeting was presided number of prominent merchants and business men. The name given to the new movement was "The as vice-presidents: Alexander E. Orr, Frank Brainard, W. Bayard Cutting, ex-Mayor W. L. Strong, W. R. Grace, Charles S. Fairchild, Charles A. Schleren, Charles Stewart Smith, Hugh J. Grant, David McClure, Abram S. Hewitt, Hugh Kelly, W. F. King, Darwin R. James, Gustavus C. Hopkins, Henry Hentz, Robert M. Thompson and Alfred E. Marling. The treasurer is Vincent Losser and the

questions of despening the channels and approaches the harbor, to the enlargement of the canals and to securing a revision of the port and terminal Committees were appointed to take charge of these subjects.

Senator Pavey, who was present, was invited to explain the scope of the bill which he has intro-duced in the Legislature, to amend the State Concanals to the Federal Government. He condemned frivolous the argument that the Government, if it took over the canals, might not properly maintain or improve them. His bill, he said, would in no way interfere with the proposed appropriation of 7,000,000 for the Eric Canal. Moreover, before and consequently the whole subject would neces

Thomas W. Symons, of the United States

WILL LEAVE THE WALDORF ASTORIA.

JOHN P. DOTLE TO MANAGE A NEW HOTEL AT

of the large dinners which have been given there, and at times has had seventy-five cooks under his control. The Hotel Wendell is being built under Mr. Doyle's personal supervision for Samuel W. Bowerman, of Pittsfield. George C. Boldt, manager of the Waldorf-Astoria, in discussing Mr. Doyle's retirement yesterday, said that he was sorry to lose the services of such an able assistant, but as the change would result in a large personal gain to Mr. Doyle he was satisfied.

STRIKE OVER IN BIDDEFORD.

ALL HANDS AT WORK AGAIN IN THE PEPPERELL

Biddeford, Me., March 7.-All the departments of the Peppereil and Laconia cotton mills were started up in full this morning, after a shutdown of seven

REDUCED RATES FROM THE PACIFIC COAST. ONLY FIFTY MEN GIVE UP AT WESTERLY Westerly, R. L. March 7.-The White Rock cotton mill, owned by R. B. & R. Knight, was started this morning after six weeks' shutdown, owing to a strike of a large portion of the help, because of a reduction in wages. Only fifty of the strikers returned to work, however, and it will be impossible to run the mill with this number. Everything about the mill was orderly.

ATTAWAUGAN WEAVERS STRIKE.

Danielson, Conn., March 7.-Retween forty and fifty workmen employed at the Attawaugan Mills, manufacturers of cotton goods at Attawaugan, went on a strike this morning. The men who left their places are "fancy" and "reno" weavers. They say they are dissatisfied with their wages. Super-intendent Truesdell refuses to give any information in connection with the difficulty.

PEACE SEEMS NEAR AT NEW-BEDFORD. New-Bedford, Mass., March 7.-The prevailing opinion here to-day is that some arrangement will be made this week which will offing the coold-failled strike to a close. As the first move in this direc-tion the State Board of Arbitration to-day was closeted with the Conference, Committee, which yesterday met and formulated a proposition affect-ing the fines question to go before the manufact-urers. The manufacturers had agreed to consider the proposition, and it was submitted to them.

FIRE LOSSES.

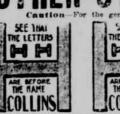
Syracuse, N. Y., March 7.—The factory of the Liverpool Basket Company, at Liverpool, was burned this morning, loss, \$25,000, covered by insurance. Phillips, Me., March 7.-The Phillips woollen mills,

owned and operated by the firm of Hiscock & Atowned and operated by the firm of Hiscock & At-wood, were destroyed by fire this morning. A two-story tenement-house, owned by H. P. Dill, and & lumber mill, belonging to George H. Dennison, also were hadly damaged. The total loss will be about \$10,000.

BUSINESS FAILURES.

Cincinnati, March 7.-D. Schroder & Co., jewellers, of No. 618 Race-st., have assigned to H. R. Goebel. The liabilities are \$5,000 and the assets \$5,000. Preferences are given for \$17,000. Syracuse, N. Y., March 7.—The firm of A. Lessor's Sons, wholesale jeweilers, was closed by the Sheriff to-day on judgments aggregating nearly

SEE THAT
THE LETTERS



LOCAL BUSINESS TROUBLES.

near Pittsburg, Penn., to Emanuel W. Blooming date. This makes the fifth of the series of assign ments of these concerns. Joseph Stetthelmer, the ments of these concerns. Joseph Stetthelmer, the founder of the business, died in 1889, and the Messrs. Bettman had been partners in the firm since 1884. The business of the firm of J. Stetthelmer & Co. was regarded in the trade as about the same as that of Stetthelmer & Bettman. At the office of the several firms yesterday it was said that it would take some time to prepare an accurate statement of affairs, as they were scattered over such an extensive territory. The statement was reiterated that the several firms would pay every creditor in full and have a large surplus.

Katz Bros., composed of Max L. and Harry Katz, manufacturers of hose supporters, belts and novel-ties at No. 424 Broome-st., made an assignment yesterday to Emanuel Raunheim, without preference Harry Kaiz, who lives at Lynn, Mass., where he keeps a hotel, did not sign the deed of assignment. He was regarded as the enplialist of the firm. The business was started in December, 1896, and Max L. Kaiz had been previously employed in this line for eight years.

Co-operative Savings and Loan Association, of No. 521 Broadway, on application of Albert J. Barnes, Adolph Lutjens, Brune Marks, Harry Maas and Frederick H. Gorham, directors. In their application it was said that they were unable to ascertain the exact state of affairs, but as near as could be They criticise the management of James M. Bagley sold that he made a note of the

Three judgments aggregating \$6,017 were entered yesterday against John F. Baudoine, Andrew B. Worl and Frederick W. Scheibeler, who compe the firm of John F. Baudoine & Co., importers of woollens, at No. 935 Broadway, in favor of William Gledhill, doing business as Luke Gledhill & Co., of Gledhill, doing business as Luke Gledhill & Co., of Huddersfield, England, on acceptances. Messrs, Worl and Schelbeier were not summoned, An execution was issued to the Sheriff against Mr. Haudoine only. He resides at No. 318 West Seventy-second-st. He had been in the woollen business from 1895, and the firm went into liquidation in October, 1896. Mr. Baudoine is a grandson of the late Charles A. Baudoine. On Saturday he gave chattel mortgages on his horses and carriages for \$7,925-to Abraham Baudoine, \$3,000; A. Powell, \$2,525, and Brewster & Co., \$1,400.

Broadway, show liabilities, \$17,412; nominal assets, \$3.694; actual assets, \$969.

NEW CORPORATIONS IN THIS STATE. Albany, March 7 .- The following stock companies

Bowman Bicycle and Gun Company, of New-Y. City; capital, \$3,000. Directors, S. W. Bowman, H. Webster and R. T. Greene. Coney Island Baseball and Cycle Park Company of New-York City; capital, \$5,99. Directors, Joseph V. Byrne, John Gillen and Abner M. Brown.

Catskill Quarry Company, of Catskill; capital, 110,000. Directors, H. A. Shaper and William N. Johnson, of Falatine Bridge; T. H. Reddle, of New-Brunswick, N. J.; Andrew Randall, of Catskill, and B. J. Jayne, of New-York.

American Drug Trade Protective Association, of New-York City; capital, \$1,000. Directors, G. M. Todd, J. H. Simons and C. S. Leder, of Brooklyn.

us A. and David Bettman, as surviving partners of he firm of J. Stettheimer & Co., oil producers, of No. 18 Broadway, and in the Washington district,

were incorporated to-day:
American Breweries Construction Company, of
New-York City; capital, \$100,000. Directors, Frederick Goetz and F. A. Hecht, of Chicago; Alfred
Burrows, of Passaic, N. J., and F. J. Shalek and E.
J. Meyers, of New-York.

National Car Truck Company, of Port Byron, Cayuga County; capital, \$25,669. Directors, T. F. Dixon, Richard Warren, William Blake, Charles Thompson, E. M. Stayton, L. H. King, O. B. Tan-ner, J. A. Topliffe and T. M. Crane.

Phoenix Telephone Company, of Phoenix, Os- Mirror" of December 18, 1897, there appeared an ar-

New Process Manufacturing Company, of New-York City: to manufacture gas fixtures; capital stock, \$10,000. Directors, H. M. Knowles, P. D. L. Hiddell and E. L. Barton, of Brooklyn. Woods Specialty Company, of New-York City; to manufacture hardware; capital, \$100,000. Directors, F. T. Pember, E. D. Woods and C. E. McFadden, of Granville; H. T. Seymour, of New-York, and N. T. Boyd, of Poughkeepsie.

Benjamin C. Smith & Sons, of New-York City; to carry on a plumbers' supply business; capital, 110,660. Directors, B. C. Smith, B. E. Smith and P. A. Smith, of Brooklyn.

Warwick Valley Light and Power Company; to operate in the towns of Warwick and Chester, Orange County; capital, \$25,000. Directors, George Whitman, of Morris, Otseyo County, and Frank Barber and Helen Barber, of Liberty, Sullivan County.

A BIG RAILROAD CONTRACT MADE.

THE NASSAU CONSTRUCTION COMPANY, OF THIS CITY, TO BUILD A LINE 250 MILES LONG IN MEXICO.

President Almeric H. Paget of the Chihuahua Pacific Railroad Company signed a contract yesterday with the Nassau Construction Company, of this city, for the construction of a steam rail-road in Mexico, from the sea to the silver-mining regions of that country.

The total distance from Chihuahua to the Gulf of California is 250 miles, and under the terms of the contract 150 miles are to be completed before November 1. The chief owners of the ratification of the company are Colonel Oliver H. Payne, Moofe & Schley and Mr. Paget. The Nassau Construction Company was organized last year by Cotonel G. B. M. Harvey, and did a large part of the underground electric work of the Metropolitan Street Rallway Company, subsequently absorbing time firm of Moore, Dudley & Hodge, contractors, of this city. The contract signed yesterday is the largest made in this country for steam railroad construction since 1833. The total distance from Chihuahua to the Gulf

PETROLEUM WELLS IN CALIFORNIA. Los Angeles, Cal., March 7.-Recent heavy con

tracts in Los Angeles for petroleum, made by pre ducers here with San Francisco firms, have encour aged the development of oil fields. No less than twenty wells have been put down since the first of the present month, and tweive more are being sunk.

Police Captain George S. Chapman is the de fendant in a suit now on trial before Justice Davy, in the Supreme Court, for slander. The trial was begun yesterday. The plaintiff is Louis Marquis. He says that he has been injured to the extent of \$3,000 by reason of alleged slanderous statements

According to the complaint, Marquis alleges that on October 5, 1895, Captain Chapman accused him of having been discharged from the Elberon Hotel, at Elberon, N. J., and from two New-York hotels for stealing towels, dishes, plate, etc. The charge,

Preliminary announcements have already bec

place on Saturday evening at Delmonico's, Fifth-E. Benjamin Andrews, president of Brown University; James H. Hoyt, of Cleveland; Judge F. A. Gaskill, of the Massachusetts Superior Dr. William H. P. Faunce, pastor of the Fifth Avenue Baptist Church, and F. E. Partington, principal of the Staten Island Academy. The preident of the club, Charles E. Hughes, will preside and act as toastmaster. There is reason to expect a larger attendance than usual. Requests for seats for the dinner should be made by graduates of the college to Norman S. Dyke, treasurer, No. 21 Nassau-st.

VALUE OF SEIZED LACES.

work of inventorying and valuing the laces reized last Monday, as possibly smuggled goods, in Emberson's store, in Broadway, which has been go-ing on for some days, was finished yesterday after-tion. Mr. Cole, of the Appraiser's Office, was busy all the rest of the day in making up the aggregate of valuations. He said that the total value would approximate \$30,000.

HARRISON GREY FISKE ARRESTED.

Harrison Grey Fiske, Editor of "The New-York Dramatic Mirror," was arraigned in the Jefferson Market Court yesterday afternoon on a charge of criminal libel. The complainants in the case are aleged to be members of the so-called theatrical trust, who say that an article was published by Mr Fiske in "The Mirror" which libels them. Charles Frohman, Samuel F. Neidlinger, J. Frederick Zimmerman and Abraham Erlanger.

The Marver

A New Kid Glove, will be placed on sale shortly, of which due notice will be given.

B. Altman & Co.

that "the proofs are plenty that at least one mem-ber of the trust has practised dishonesty upon those that another was in a criminal court charged with attempted assassination, and that the conduct of still another was in keeping with that of several of his business partners."

Mr. Fiske was held in \$300 half for examination

GAMBLING PLACES MUST GO.

CHIEF M'CULLAGH TALKS EMPHATICALLY TO

Fis satisfaction, and he was going to see that they were. All the commanders of Manhattan and The Bronx were at Police Headquarters at 2 o'clock yesterday afternoon, and the captains of Brooklyn. Queens and Richmond boroughs at 3 o'clock. Chief McCullagh gave them to understand that if the gembling places did not go the captains would.

The Chief said: "I'll give every commander a

he does not do it I'll send some one in his pla be transfers of captains, and not before. As le That refers to every captain in the city, is

the Tenderloin."
The Chief's reference to the Tenderloin was brought about by the talk that Captain Price would be sent there.
President York has indorsed the Chief's stand regarding gambling places.

DRAMATIC TEAS FOR A HOSPITAL

t the Walderf-Asteria, for the benefit of the New-York Orthopædic Dispensary and Hospital. They are to be on the afternoons of March II and IL The programmes will include scenes and short plays, presented by several of the best-known actors. Mme. Modjeska and Joseph Haworth will play a scene from "Adrienne Lecouvreur": Miss Annie Russell and Frank Mills will give "Dangerfield, "25"; William H. Crane and members of his company will prerent "His Last Appearance"; Mrs. Poor," and others who are announced are Miss Julie Opp, Miss Marie Burroughs and Robert Hil-liard. The price of tickets is 15, and they can be obtained from Mrs. C. B. Alexander, No. 4 West Fifty-eighth-st.; Mrs. Cowles, No. 689 Madison-ave.; Miss De Forest, No. 27 East Seventy-secondst.; Mrs. Henry Marquand. No. 11 East Sixty-eighth-st.; Mrs. J. Hobart Warren, No. 10 Park-eve., and Mrs. Robert Osborn, No. 2 Rutherfurd.

TO LECTURE ON WORDSWORTH.

At the Union Theological Seminary, No. 700 Park-"Coleridge." Both lectures will be given in the Adams Chapel of the Seminary. All those interested in the subjects about which Professor Knight will speak are invited to attend the lectures. He is one of the best-known academic teachers in Great Britain, and has published many volumes of criticism and literary history.

CITY COURT IN ITS REGULAR ROOMS. Work was resumed in the regular City Court ooms yesterday, after a cessation of several months. The carpenters, painters and upholsterers worked all of Sunday in order to get the new courtrooms ready. The calendar of 210 cases was

The FEBRUARY number of

## The Ladies' Home Journal reached a Total Paid Circulation of 752,000 Copies

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